

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

**FILE** P.I. # 0013740  
Carroll County  
GDOT District 6 - Cartersville  
SR 166 @ Big Indian Creek 1.9 Miles  
West of Bowdon  
Bridge Replacement & Realignment

**OFFICE** Design Policy & Support

**DATE** July 12, 2018

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

### DISTRIBUTION:

Hiral Patel, Director of Engineering  
Joe Carpenter, Director of P3  
Albert Shelby, Director of Program Delivery  
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator  
Kim Nesbitt, Program Delivery Administrator  
Bobby Hilliard, Program Control Administrator  
Paul Tanner, State Transportation Planning Administrator  
Eric Duff, State Environmental Administrator  
Bill DuVall, State Bridge Engineer  
Andrew Heath, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Vacant c/o Erik Rohde & Walter Taylor, State Project Review Engineer  
Monica Flournoy, State Materials Engineer  
Patrick Allen, State Utilities Engineer  
Vacant c/o Eric Conklin, State Transportation Data Administrator  
Attn: Systems & Classification Branch  
Benny Walden, Statewide Location Bureau Chief  
Grant Waldrop, Interim District Engineer  
David Acree, District Preconstruction Engineer  
Jun Birnkammer, District Utilities Engineer  
Brian McHugh, Project Manager  
BOARD MEMBER - 3rd Congressional District

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: <u>Bridge Replacement</u>	P.I. Number: <u>0013740</u>
GDOT District: <u>6</u>	County: <u>Carroll</u>
Federal Route Number: _____	State Route Number: <u>166</u>

SR 166 @ Big Indian Creek 1.9 MI W of Bowdon

Resubmitted on 2-22-2018 to address review comments

**Submitted for approval:**

_____ Brian O'Connor, T.Y. Lin International	_____ Date <u>10/31/17</u> <u>11/27/17</u>
_____ State Program Delivery Administrator	_____ Date
_____ GDOT Project Manager	_____ Date

\*Recommendations on file

**Recommendation for approval:**

*Eric Duff/KLP State Environmental Administrator	_____ Date <u>11-30-2017</u>
*Christina Barry/KLP for State Traffic Engineer	_____ Date <u>12-8-2017</u>
*Bill DuVall/KLP State Bridge Engineer	_____ Date <u>12-12-2017</u>
*Grant Waldrop/KLP District 6 Traffic Engineer	_____ Date <u>12-6-2017</u>

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

_____ Cynthia A. Van der ... State Transportation Planning Administrator	_____ Date <u>12-4-17</u>
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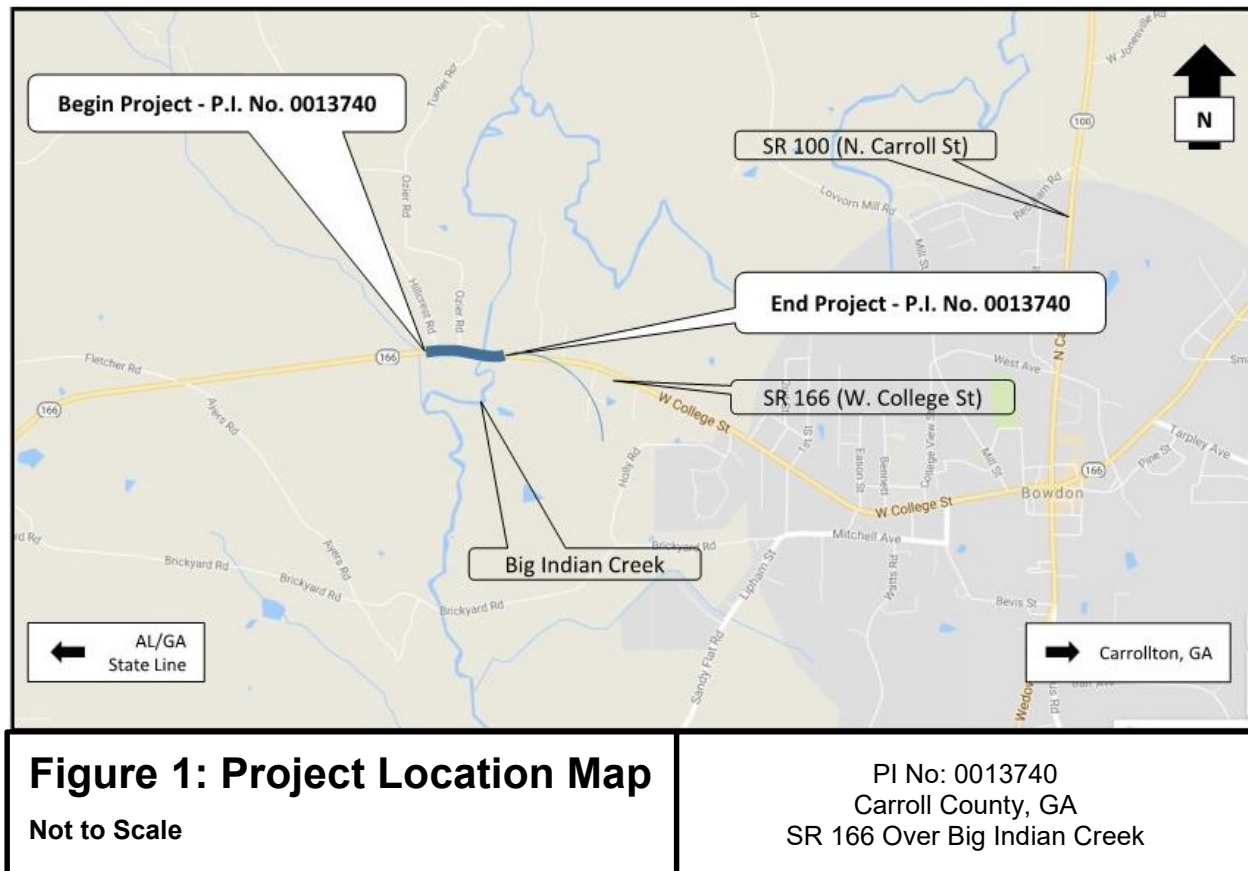
**Approval:**

Concur: _____ GDOT Director of Engineering	_____ Date <u>7-6-18</u>
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Approve: _____ GDOT Chief Engineer	_____ Date <u>7/10/18</u>
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## PROJECT LOCATION MAP

### SR 166 over Big Indian Creek



## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The bridge on SR 166 over Big Indian Creek, Structure ID 045-0043-0, was built in 1971. The bridge consists of nine spans of reinforced concrete deck girders (RCDG's) on concrete caps with steel piles. This bridge was designed using an HS-20 vehicle, which is below current design standards. A structural analysis of this bridge shows a lower than expected capacity in the superstructure. The overall condition of this bridge would be classified as good. The deck is in good condition. The superstructure is in good condition but the RCDG's in all spans have minor deflection cracks. The substructure is in satisfactory condition with concrete cracking in the abutment caps and erosion around the steel piles. This bridge is classified as scour critical and has erosion noted at bents 3 and 5. Due to the structural integrity of the bridge pertaining to the design vehicle, cracking in the superstructure, and the scour critical rating of the substructure, replacement of this bridge is recommended.

**Existing conditions:** The existing SR 166 roadway is a two-way, two-lane, rural highway with three-foot paved outside shoulders and one existing bridge over the Big Indian Creek (360 ft. long). The area under the bridge also serves as a cattle crossing access for the pastures north and south of SR 166. There are neither existing pedestrian facilities nor state bike routes within the project limits. The roadway runs through mostly agricultural and light residential areas. There are two minor intersections within the project limits near the west end of the project at the intersections with Ozier Road and Hillcrest Road. In addition, overhead utility lines with power, telephone and cable run along the roadway corridor with telephone lines attached to the existing bridge.



**Other projects in the area:** PI #631310- SR 166 Bypass FM E of Big Indian Creek to CR 828

**MPO:** N/A - not in an MPO

**TIP #:**

**Congressional District(s):** 3

**Federal Oversight:** ☐PoDI ☒Exempt ☐State Funded ☐Other

**Projected Traffic:** AADT 24 HR T: 6.50%  
Current Year (2017): 5,025 Open Year (2020): 5,775 Design Year (2040): 10,800  
Traffic Projections Performed by: T.Y. Lin International  
Date approved by the GDOT Office of Planning: Submitted for Review

**Functional Classification (Mainline):** Rural Minor Arterial

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? ☐No ☒Yes  
Initial Pavement Type Selection Report Required? ☒No ☐Yes  
Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

## DESIGN AND STRUCTURAL

**Description of Proposed Project:** This project consists of the replacing the existing SR 166 bridge over Big Indian Creek. The project is located west of the City of Bowdon in Carroll County. The length of the proposed project approximately 0.45 miles. The proposed design includes one 12' lane in each direction with a 10' rural shoulder (6.5' paved, 3.5' grassed). The design speed is 55 mph. The proposed typical bridge section includes one 12' lane in each direction with 8' outside shoulders.

**Major Structures:**

Structure ID	Existing	Proposed
045-0043-0 Big Indian Creek Bridge	360 ft. long, 2-12 ft. lanes with 11 ft. shoulders, 50.30 ft. wide, Sufficiency Rating = 84	365 ft. long, 2-12 ft. travel lanes with 8 ft. shoulders, 43 ft.-3 in. wide
045-0042-0 Big Indian Creek Tribute Culvert	Triple Barrel, 10 ft. width x 8 ft. height 46 ft. long barrels, Sufficiency Rating = 77.5	No proposed impacts

**Mainline Design Features: SR 166**

Feature	Existing	Policy	Proposed
<b>Typical Section</b>			
- Number of Lanes	2 Lanes		2 Lanes
- Lane Width(s)	12'	12'	12'
- Median Width & Type	N/A		N/A
- Outside Shoulder Width	3' Paved, Grassed Varies		6.5' Paved, 3.5' Grassed
- Outside Shoulder Slope	Varies	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A		N/A
- Bike Accommodations	N/A	N/A	N/A

Posted Speed	55 mph		55 mph
<b>Design Speed</b>	<b>55 mph</b>		<b>55 mph</b>
<b>Minimum Horizontal Curve Radius</b>	<b>3290'</b>	<b>1060'</b>	<b>3710'</b>
<b>Maximum Superelevation Rate</b>	<b>Unknown</b>	<b>6%</b>	<b>3.30%</b>
<b>Maximum Grade</b>	<b>3.25%</b>	<b>6%</b>	<b>3.25%</b>
<b>Access Control</b>	Permit		Permit
Design Vehicle	WB-67		WB-67
Pavement Type	Asphalt		Asphalt

**Bridge Design Features: SR 166 Bridge over Big Indian Creek**

Feature	Existing	Policy	Proposed
<b>Typical Section</b>			
- Number of Lanes	2		2
- <b>Lane Width(s)</b>	<b>12'</b>	<b>12'</b>	<b>12'</b>
- <b>Median Width &amp; Type</b>	<b>N/A</b>		<b>N/A</b>
- <b>Outside Shoulder Width</b>	<b>11'</b>		<b>8'</b>
- <b>Inside Shoulder Width</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
- <b>Sidewalks</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
- Auxiliary Lanes	N/A		N/A
- <b>Bike Accommodations</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
Posted Speed	55 mph		55 mph
<b>Design Speed</b>	<b>55 mph</b>		<b>55 mph</b>
<b>Minimum Horizontal Curve Radius</b>	<b>Unknown</b>	<b>1060'</b>	<b>3710'</b>
<b>Maximum Superelevation Rate</b>	<b>Unknown</b>	<b>6%</b>	<b>3.30%</b>
<b>Maximum Grade</b>	<b>3.25%</b>	<b>6%</b>	<b>3.25%</b>
<b>Access Control</b>	Permit		Permit
Design Vehicle	WB-67		WB-67
Pavement Type	Concrete		Concrete

**Major Interchanges/Intersections:** None

**Lighting required:** ☒ No ☐ Yes

**Off-site Detours Anticipated:** ☒ No ☐ Undetermined ☐ Yes

**Transportation Management Plan [TMP] Required:** ☐ No ☒ Yes

If Yes: Project classified as: ☒ Non-Significant

TMP Components Anticipated: ☒ TTC

**Is the project located on a NHS roadway?** ☒ No ☐ Yes

**Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:** None

**Design Variances to GDOT Standard Criteria anticipated:** None

## UTILITY AND PROPERTY

**Railroad Involvement:** None

**Utility Involvements:** Electricity, Telecommunications, Cable

**SUE Required:** ☒ No ☐ Yes

**Public Interest Determination Policy and Procedure recommended?** ☒ No ☐ Yes

**Right-of-Way:** Existing width: 80-100 ft. Proposed width: 80-160 ft.  
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined  
Easements anticipated: ☐ None ☒ Temporary ☐ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels: 12  
Displacements anticipated: Businesses: 0  
Residences: 0  
Other: 0  
Total Displacements: 0

**Impacts to USACE property anticipated?** ☒ No ☐ Yes ☐ Undetermined

**Is Federal Aviation Administration (FAA) coordination anticipated?** ☒ No ☐ Yes

## CONTEXT SENSITIVE SOLUTIONS

**Issues of Concern:** None

**Context Sensitive Solutions Proposed:** None

## ENVIRONMENTAL AND PERMITS

### Anticipated Environmental Document:

**NEPA:** ☐ PCE ☒ CE ☐ EA-FONSI  
**GEPA\*:** ☐ Type A ☐ Type B ☒ None

### Level of Environmental Analysis:

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

### Water Quality Requirements:

**MS4 Compliance – Is the project located in an MS4 area?** ☒ No ☐ Yes

**Is Protected Species water quality mitigation anticipated?** ☐ No ☒ Yes

### Environmental Permits, Variances, Commitments, and Coordination anticipated:

An ecology survey is planned. One stream has been preliminarily identified in the project area, but additional streams are expected. The project may require coordination with the Georgia Department of Natural Resources (GADNR) and the Fish and Wildlife Service (USFWS). A Clean Water Act Section 404 Permit may be needed, as well as a buffer variance and NPDES permit.

Historic resources and archaeological resources surveys are planned. To date, no historic or archaeological resources have been identified.

The proposed bridge project is expected to have minor or no effects on noise or air quality.

County: Carroll

A Public Involvement Open House is not required for this project as decided during the Concept Team Meeting (06/28/2017). Depending on the complexity of staging construction an informal stakeholder meeting may be needed.

**Air Quality:**

Is the project located in an Ozone Non-attainment area?

☒ No☐ Yes

Carbon Monoxide hotspot analysis Required?

☒ No☐ Yes**NEPA/GEPA Comments & Information:** Categorical Exclusion**COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS****Project Meetings** (See attachments for minutes):

Initial Concept Team Meeting: 06/28/2017

Concept Team Meeting: 08/15/2017

Project Activity	Party Responsible for Performing Task(s)
Concept Development	T.Y. Lin International
Design	T.Y. Lin International
Right-of-Way Acquisition	GDOT – Office of Right of Way
Utility Coordination (Preconstruction)	GDOT – Office of Utilities
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT – Office of Construction Bidding Administration
Construction Supervision	GDOT – District 6 Construction
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Edwards-Pitman Environmental
Environmental Mitigation	GDOT – Environmental Services
Construction Inspection & Materials Testing	GDOT – Materials and Research Office

**Other coordination to date:**

Kick-off Meeting: 11/18/2016 (No minutes attached)

Monthly Project Status Meetings (No minutes attached)

**Project Cost Estimate and Funding Responsibilities:**

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$500,000	\$43,000	\$283,138	\$184,000	\$5,333,996	<b>\$6,344,134</b>
Date of Estimate	3/7/16	1/29/18	7/12/17	9/14/17	8/18/17	

\*Cost is a placeholder until approved ROW cost received (*R/W checklist submitted 8/18/17, current cost based on attached cost estimate sheet as used on previous projects*)

\*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

## ALTERNATIVES DISCUSSION

**Preferred Alternative:** Shift the roadway/bridge centerline alignment to the north offset 31-ft, remove part of the existing bridge while maintaining two travel lanes, and construct the proposed bridge over Big Indian Creek in its entirety. Accelerated bridge construction was deemed not feasible because of the length of this bridge and associated costs.

<b>Estimated Property Impacts:</b>	<b>12</b>	<b>Estimated Total Cost:</b>	<b>\$6,344,134</b>
<b>Estimated ROW Cost:</b>	<b>\$283,138</b>	<b>Estimated CST Time:</b>	<b>18 months</b>

**Rationale:** This alternative can be constructed in two stages, resulting in shorter construction duration and impacts to traffic along the corridor.

### No-Build Alternative:

<b>Estimated Property Impacts:</b>	<b>None</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>\$0</b>	<b>Estimated CST Time:</b>	<b>None</b>

**Rationale:** This alternative would not meet the project justification as the structural integrity of the bridge is insufficient.

**Alternative 1:** Shift the roadway/bridge centerline alignment to the north offset 20.375-ft and remove part of the existing bridge while maintaining two travel lanes. Construct a portion of the new bridge over Big Indian Creek and shift traffic onto the new bridge. Remove the remainder of the existing bridge and construct the remainder of the proposed bridge.

<b>Estimated Property Impacts:</b>	<b>12</b>	<b>Estimated Total Cost:</b>	<b>\$6,424,506</b>
<b>Estimated ROW Cost:</b>	<b>\$226,510</b>	<b>Estimated CST Time:</b>	<b>24 months</b>

**Rationale:** This alternative would require three stages to construct, resulting in longer construction duration and impacts to traffic along the corridor.

**Alternative 2:** Build proposed bridge for Big Indian Creek on existing alignment while traffic uses a temporary on-site detour.

<b>Estimated Property Impacts:</b>	<b>12</b>	<b>Estimated Total Cost:</b>	<b>\$7,366,966</b>
<b>Estimated ROW Cost:</b>	<b>\$226,510</b>	<b>Estimated CST Time:</b>	<b>18 months</b>

**Rationale:** This alternative was not selected primarily because of the increase in construction cost associated with construction and removal of a temporary bridge. The impacts would be similar to those of preferred alternative.

**Alternative 3:** Temporarily close SR 166 and construct the new bridge over Big Indian Creek on existing alignment using a designated off-site detour. This alternative would be the most cost effective.

<b>Estimated Property Impacts:</b>	<b>4</b>	<b>Estimated Total Cost:</b>	<b>\$4,357,372</b>
<b>Estimated ROW Cost:</b>	<b>\$125,800</b>	<b>Estimated CST Time:</b>	<b>12 months</b>

**Rationale:** This alternative was not selected primarily because the shortest off-site detour path maintaining paved roads for locals without crossing the state line into Alabama is approximately 8 miles. In addition, there are concerns that the increase in travel times would affect school buses, several dozen residences, and a number of working farms.

**Additional Comments/ Information:**



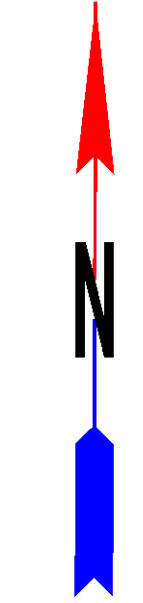
## **LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Traffic projections
5. Bridge Inventory Data
6. Meeting Minutes
  - a) Initial Concept Team Meeting
  - b) Concept Team Meeting

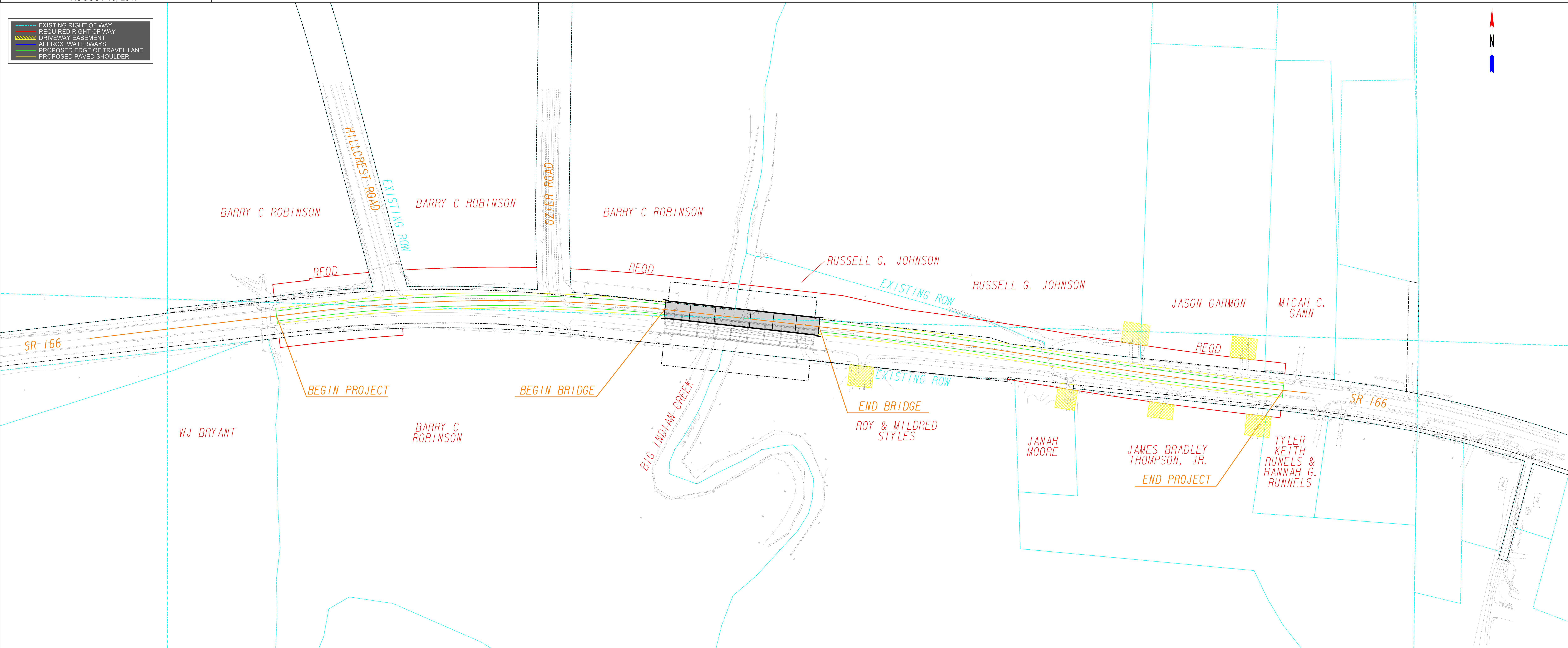


# SR 166 AT BIG INDIAN CREEK

P.I. NO. 0013740  
SR 166  
CONCEPT DISPLAY  
AUGUST 18, 2017

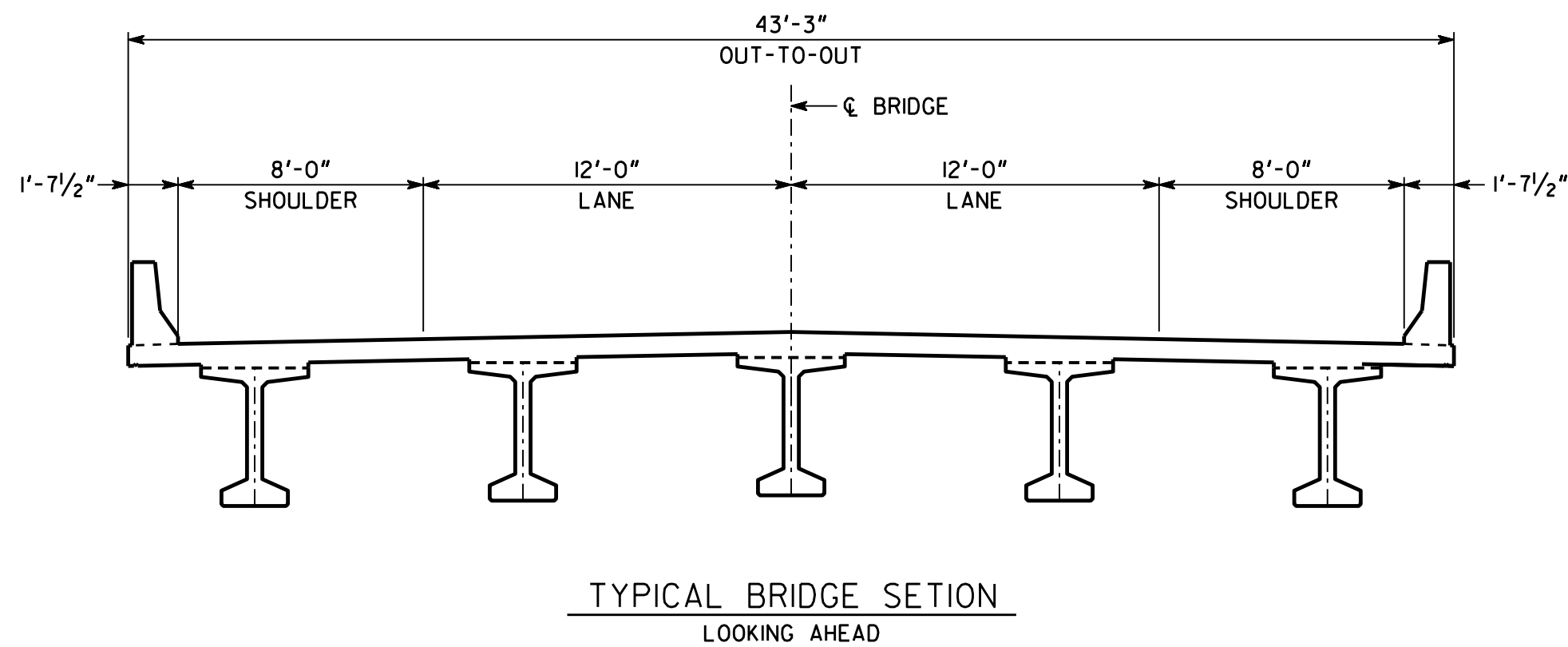
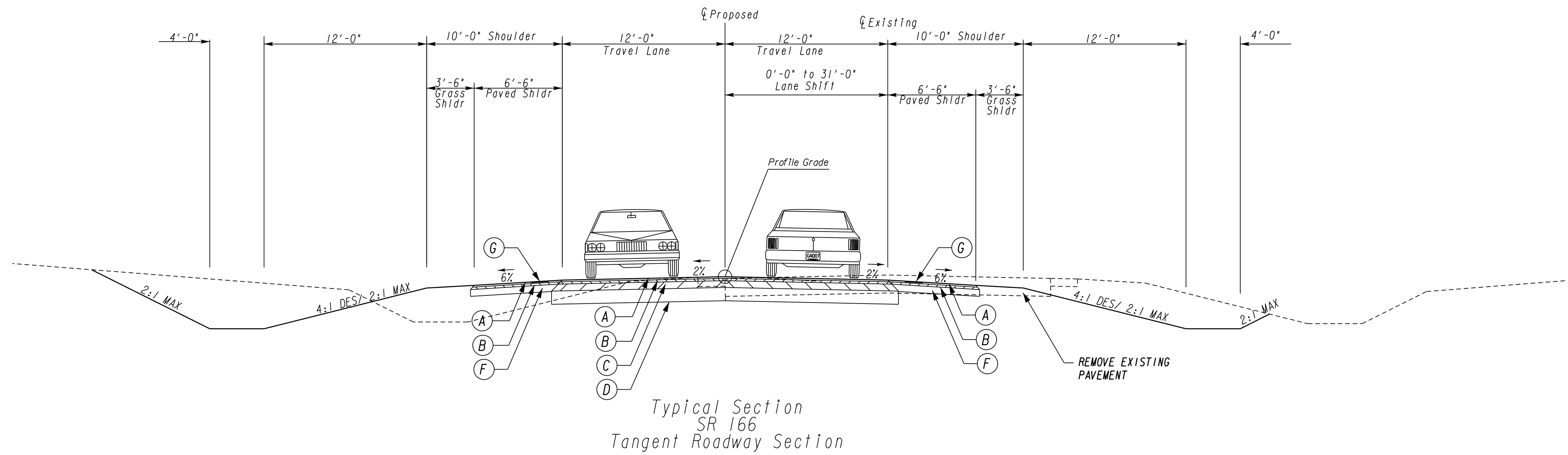


- EXISTING RIGHT OF WAY
- REQUIRED RIGHT OF WAY
- DRIVEWAY EASEMENT
- APPROX. WATERWAYS
- PROPOSED EDGE OF TRAVEL LANE
- PROPOSED PAVED SHOULDER



SCALE IN FEET  
0 50 100 200





REQUIRED PAVEMENT

- (A) RECYCLED ASPH CONC 12.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME 165 LBS/SQ YD
- (B) RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LBS/SQ YD
- (C) RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 440 LBS/SQ YD
- (D) GR AGGR BASE CRS, 12 INCH, INCL MATL
- (E) GR AGGR BASE CRS, 8 INCH, INCL MATL
- (F) INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)
- (G) RECYCLED ASPH CONC PATCHING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER

**TYLIN INTERNATIONAL**  
260 PEACHTREE STREET SUITE 900  
ATLANTA, GEORGIA 30303  
PHONE: (404) 841-7886 FAX: (404) 841-7887

**PROGRAM DELIVERY**

NOT TO SCALE

REVISION DATES


TYPICAL SECTIONS

SR 166 OVER BIG INDIAN CREEK

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

05-0001

JOB ESTIMATE REPORT

JOB NUMBER : 0013740 SPEC YEAR: 13  
DESCRIPTION: SR 166 AT BIG INDIAN CREEK

ITEMS FOR JOB 0013740

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	826.000	107.03	88407.14
0010	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	1101.000	86.00	94686.00
0015	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	1429.000	83.00	118607.00
0020	402-1812		TN	RECYL AC LEVELING,INC BM&HL	103.000	115.00	11845.00
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	5967.000	30.01	179104.88
0030	413-0750		GL	TACK COAT	825.000	3.25	2681.25
0035	641-1200		LF	GUARDRAIL, TP W	600.000	20.00	12000.00
0040	641-1100		LF	GUARDRAIL, TP T	84.000	76.00	6384.00
0045	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	4.000	2315.00	9260.00
0050	643-0010		LF	FIELD FENCE WOVEN WIRE	2000.000	7.50	15000.00
0055	550-2180		LF	SIDE DR PIPE 18,H 1-10	500.000	35.00	17500.00
0060	550-3418		EA	SAFETY END SECTION 18,SD,4:1	20.000	560.00	11200.00
0065	652-5451		LF	SOLID TRAF STRIPE, 5 IN, WHITE	4000.000	0.50	2000.00
0070	652-5452		LF	SOLID TRAF STRIPE, 5 IN, YELLO	4000.000	0.50	2000.00
0075	657-1085		LF	PRF PL SD PVT MKG,8,B/W,TP PB	730.000	7.00	5110.00
0080	657-6085		LF	PRF PL SD PVT MKG,8,B/Y,TPPB	730.000	7.00	5110.00
0085	636-1041		SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	1.000	5000.00	5000.00
0090	210-0100		LS	GRADING COMPLETE - 0013740	1.000	612880.00	612880.00
0095	543-9000		LS	CONSTR OF BRIDGE COMPLETE - BRIDGE NO 1	1.000	2080325.00	2080325.00
0100	433-1000		SY	REINF CONC APPROACH SLAB	288.000	170.00	48960.00
0105	163-0001		LS	EROSION CONTROL, NON-REFUNDABLE DEDUCT	1.000	100000.00	100000.00
0110	150-1000		LS	TRAFFIC CONTROL - 0013740	1.000	400000.00	400000.00
0115	540-1102		LS	REM OF EX BR, BR NO - BRIDGE NO 1	1.000	633150.00	633150.00
ITEM TOTAL							4461210.26
INFLATED ITEM TOTAL							4461210.27

TOTALS FOR JOB 0013740

ESTIMATED COST:	4461210.27
CONTINGENCY PERCENT (15.0 %):	669181.54
ESTIMATED TOTAL:	5130391.81

Construction Cost Est \$4,461,210.27  
Eng & Inspection (5%) \$223,060.51  
\$4,684,270.78

Contingency (15%) \$702,640.62

Total Liquid Ac Adjustment \$38,228.48

Construction total = \$5,425,139.88

PROJ. NO.	0013740
P.I. NO.	0013740
DATE	8/18/2017

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-17	\$ 2.185
DIESEL		\$ 2.457
LIQUID AC		\$ 361.00

Link to Fuel and AC Index:

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

#### LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

<b>Asphalt</b>						
Price Adjustment (PA)					<b>37460.97</b>	<b>\$ 37,460.97</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	577.60		
Monthly Asphalt Cement Price month project let (APL)			\$	361.00		
Total Monthly Tonnage of asphalt cement (TMT)				172.95		

ASPHALT	Tons	%AC	AC ton
Leveling	103	5.0%	5.15
12.5 OGFC		5.0%	0
12.5 mm	826	5.0%	41.3
9.5 mm SP		5.0%	0
25 mm SP	1429	5.0%	71.45
19 mm SP	1101	5.0%	55.05
	<b>3459</b>		<b>172.95</b>

#### BITUMINOUS TACK COAT

Price Adjustment (PA)					<b>\$ 767.51</b>	<b>\$ 767.51</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	577.60		
Monthly Asphalt Cement Price month project let (APL)			\$	361.00		
Total Monthly Tonnage of asphalt cement (TMT)				3.543458261		

Bitum Tack

Gals	gals/ton	tons
825	232.8234	3.54345826

#### BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					<b>0</b>	<b>\$ -</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	577.60		
Monthly Asphalt Cement Price month project let (APL)			\$	361.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$ 38,228.48</b>
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## **RIGHT OF WAY COST ESTIMATE CHECKLIST**

Description: SR 166 @ Big Indian Creek 1.9 MI W of Bowdon

PI No.: 0013740

County: Carroll

Project type: Bridge Replacement

Project length: 0.45 miles

Project Phase: ☒ concept ☐ preliminary plans ☐ final plans

Typical section: ☐ urban ☒ rural ☐ both

Number of parcels: 12

Required right of way: 2.46 Measured in: ☒ Acres ☐ Sq. ft.

Permanent easement: 0.00 Measured in: ☒ Acres ☐ Sq. ft.

Driveway easement: 0.07 Measured in: ☒ Acres ☐ Sq. ft.

➤ Limited access: ☐ Yes ☒ No ☐ Both

- Length of limited access: [Click here to enter text.](#)
- List limited access parcels: [Click here to enter text.](#)

➤ Displacement (s): ☐ residential ☐ commercial

- Residential parcels affected: 0
- Commercial parcels affected: 0

➤ Parking spaces displaced: ☐ Yes ☒ No amount: [Click here to enter text.](#)

- Residential parcels affected: [Click here to enter text.](#)
- Commercial parcels affected: [Click here to enter text.](#)

Billboards displaced: ☐ Yes ☒ No amount: [Click here to enter text.](#)

### **Attachments:**

- Preconstruction Status Report
- Concept layout (for the concept phase)

**Submit cost estimate request to: [RW-ConceptMtgs\\_Est@dot.ga.gov](mailto:RW-ConceptMtgs_Est@dot.ga.gov)**

November 2015



# Preliminary Right of Way Cost Estimate

**Date:** 7/12/2017

**Project:** SR 166 @ Big Indian Creek 1.9 MI W of Bowdon

**P.I. Number:** 0013740

**Existing/Required R/W:** 80-100 ft/100-160 ft

**No. Parcels:** 12

**Project Termini:** Tie back to existing

**Project Description:** This project consists of the replacing the existing SR 166 bridge over Big Indian Creek. The project is located west of the City of Bowdon in Carroll County. The length of the proposed project approximately 0.45 miles. The proposed design includes one 12' lane in each direction with a 10' rural shoulder (6.5' paved, 3.5' grassed). The design speed is 55 mph. The proposed typical bridge section includes one 12' lane in each direction with 8' outside shoulders.

## Land:

Commercial	0.00 acres	@ \$ 75,000 /acre =	\$ 0
Industrial	0.00 acres	@ \$ 75,000 /acre =	\$ 0
Residential	0.43 acres	@ \$ 50,000 /acre =	\$ 104,892
Agricultural	2.10 acres	@ \$ 50,000 /acre =	\$ 21,800
<b>TOTAL</b>			<b>\$ <u>126,692</u></b>

## Improvements:

### Relocation:

Commercial	0 @ \$200,000/parcel	=	\$ 0
Residential	0 @ \$100,000/parcel	=	\$ 0
<b>TOTAL</b>			<b>\$ <u>0</u></b>

<b>Damages: Proximity</b>	<b>\$ 0.00</b>
<b>Misc Damages due to ROW impacts</b>	<b>\$ 5000</b>
<b>Consequential</b>	<b>\$ 0.00</b>
<b>Cost to Cure</b>	<b>\$ 0.00</b>

**TOTAL** **\$ 5000**

**SUB-TOTAL:** **\$ 131,692**

<b>Net Cost</b>		\$ 131,692
<b>Scheduling Contingency</b>	55 %	\$ 72,431
<b>Adm/Court Cost</b>	60 %	\$ 79,015
<b>TOTAL</b>		<b>\$ <u>283,138</u></b>

**Total Cost** **\$ 283,138**

Prepared By: T.Y. Lin International

Reviewed / Approved: \_\_\_\_\_

Jerry Milligan  
R/W Cost Estimator

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE**

Project No. N/A  
County Carroll  
P.I. # 0013740  
Description SR 166 @ Big Indian Creek

Office Cartersville  
Date September 14, 2017

**FROM**

*JB*  
Jun Birnkammer, District Utilities Manager

**TO**

Brian McHugh, Project Manager

**SUBJECT CONCEPT UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
AT&T - Georgia	\$0.00	\$27,934.00	Preliminary info from Utility
City of Bowdon**	\$0.00	\$100,000.00	Preliminary info from Utility
Georgia Power Company - Distribution	\$184,000.00	\$0.00	Preliminary info from Utility
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
	\$0.00	\$0.00	
<b>TOTAL 100.00%</b>	<b>\$184,000.00</b>	<b>\$127,934.00</b>	
<b>Department Responsibility 100.00%</b>	<b>\$184,000.00</b>	<b>\$127,934.00</b>	
<b>Local Sponsor Responsibility 0.00%</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>PFA Dated with</b>

\*\* Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Kerry Bonner at 678-721-5311.

cc:

Patrick Allen, P.E., State Utilities Administrator  
David Acree, P.E., District Preconstruction Engineer

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** Carroll County  
P.I. # 0013740

**OFFICE** Planning

**DATE** February 15, 2018

**FROM** Cynthia L. VanDyke, State Transportation Planning Administrator

**TO** Kimberly W. Nesbitt, State Program Delivery Administrator  
**Attention: Brian McHugh**

**SUBJECT** Design Traffic Forecasts for SR 166 @ BIG INDIAN CREEK 1.9 MI W  
OF BOWDON

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project is as follows:

### BRIDGE ID #045-0043-0

Build = No Build	2017 (Existing Year)	2020 (Base Year)	2022 (Base Year +2)	2040 (Design Year)	2042 (Design Year + 2)
AADT	4,800	5,100	5,325	7,700	8,025
DHV (AM/PM)	375/465	400/495	415/515	600/745	625/780
K% (AM/PM)	8.0%/ 10.0%	Same as Existing Year			
D% (AM/PM)	80.0%/ 70.0%				
24 HR. T% - S.U.	4.0%				
24 HR. T% - COMB.	2.5%				
24 HR. T% - TOTAL	6.5%				
T% - S.U. (AM/PM)	4.0%/ 2.5%				
T% - COMB. (AM/PM)	0.5%/ 0.5%				
T% - TOTAL (AM/PM)	4.5%/ 3.0%				

If you have any questions concerning this information please contact Andre Washington at 404-631-1925.

Nithin Gomez  
Gresham, Smith and Partners  
Design Traffic Review Consultant to GDOT  
678-478-3350  
CLV/NMG

# Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:7/13/2017

## Parameters: Bridge Serial Number

Bridge Serial Number: 045-0043-0

County: Carroll

SUFF. RATING: 84.0

Location & Geography			218 Datum:		0- Not Applicable		Signs & Attachments	
Structure ID:	045-0043-0		*19 Bypass Length:	17			225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
200 Bridge Information:	06		*20 Toll:	3- On a Free Road or Non-Highway			242 Deck Drains:	1- Open Scuppers.
*6 Feature Intersected:	BIG INDIAN CREEK		*21 Maintenance Responsibility:	01-State Highway Agency.			243A Parapet Location:	0- None present.
*7A Route Number Carried:	SR00166		*22 Owner:	01-State Highway Agency.			243B Parapet Height:	0.00
*7B Facility Carried:	SR 166		*31 Design Load:	6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)			243C Parapet Width:	0.00
9 Location:	1.9 MI W OF BOWDON		37 Historical Significance:	5- Not eligible for the National Register of Historic Places			238A Curb Height:	0.8
2 GDOT District:	4841600000 - D6 District Six Cartersville		205 Congressional District:	003			238B Curb Material:	1- Concrete.
*91 Inspection Frequency:	24	Date: 06/23/2016	27 Year Constructed:	1971			239A Handrail Left:	1- Concrete.
92A Fracture Critical Insp. Freq:	0	Date: 02/01/1901	106 Year Reconstructed:	0			239B Handrail Right:	1- Concrete.
92B Underwater Insp Freq:	0	Date: 02/01/1901	33 Bridge Median:	0-None			*240 Median Barrier Rail:	0- None.
92C Other Spc. Insp Freq:	24	Date: 06/21/2017	34 Skew:	0			241A Bridge Median Height:	0
* 4 Place Code:	00000		35 Structure Flared:	No			241B Bridge Median Width:	0
*5A Inventory Route(O/U):	1		38 Navigation Control:	0- Navigation is not controlled by an Agency			*230A Guardrail Location Direction Rear:	3- Both sides.
5B Route Type:	3 - State		213 Special Steel Design:	0- Not applicable or other			*230B Guardrail Location Direction Fwrd:	3- Both sides.
5C Service Designation:	1- Mainline		267A Type Paint Super Structure:	3- Epoxy Mastic. Year : 0000			*230C Guardrail Location Opposing Rear:	0- None.
5D Route Number:	00166		267B Type Paint Sub Structure:	3- Epoxy Mastic Year : 2009			*230D Guardrail Location Opposing Fwrd:	0- None.
5E Directional Suffix:	0. Not applicable		*42A Type of Service On:	1-Highway			244 Approach Slab:	3- Forward and Rear.
*16 Latitude:	33 - 32.6674		*42B Type of Service Under:	5-Waterway			224 Retaining Wall:	0- None.
*17 Longitude:	85 - 17.1181		214A Movable Bridge:	0			233 Posted Speed Limit:	55
98A Border Bridge:	0	98B: GA% 00	214B Operator on Duty:	0			236 Warning Sign:	No
99 ID Number:	0000000000000000		203 Type Bridge:	E - Steel pile. N. Steel-Concrete O. Concrete O. Concrete			234 Delineator:	Yes
*100 STRAHNET:	0- The Feature is not a STRAHNET route.		259 Pile Encasement:	1			235 Hazard Boards:	No
12 Base Highway Network:	Yes		*43A Structure Type Main material:	1-Concrete			237A Gas:	00- Not Applicable
13A LRS Inventory Route:	451016600		*43B Structure Type Main Type:	4-Tee Beam			237B Water:	00- Not Applicable
13B Sub Inventory Route:	0		45 Number of Main Spans:	9			237C Electric:	00- Not Applicable
101 Parallel Structure:	N. No parallel structure exists		44 Structure Type Approach:	A:0- Other B: 0- Other			237D Telephone:	31- Side Left.
*102 Direction of Traffic:	2- Two Way		46 Number of Approach Spans:	0			237E Sewer:	00- Not Applicable
*264 Road Inventory Mile Post:	1.83		226 Bridge Curve:	A: Vertical: NoB: Horizontal: No			247A Lighting: Street:	No
*208 Inspection Area:	Area 09		111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway			247B Navigation:	No
*104 Highway System:	0- Inventory Route is not on the NHS		107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars			247C Aerial:	No
*26 Functional Classification:	6- Rural - Minor Arterial		108A Wearing Surface Type:	1. Concrete			*248 County Continuity No.:	00
*204A Federal Route Type:	F - Primary.		108B Membrane Type:	0. None			36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
							36B Transition:	2- Inspected feature meets acceptable construction date standards.
*204B Federal Route Number:	00211		108C Deck Protection:	0. None			36C Approach Guardrail:	1- Meets current standards
105 Federal Lands Highway:	0. Not applicable		265 Underwater Inspection Area:	0			36D Approach Guardrail Ends:	1- Meets current standards
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks							
217 Benchmark Elevation:	0000.00							
* Location ID No:	045-00166D-002.02E							

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:7/13/2017

Bridge Serial Number: 045-0043-0

County: Carroll

SUFF. RATING: 84.0

Programming Data		Measurements:		Ratings and Posting	
201 Project Number:	GSB 2-1831 (8)	*29 AADT:	13840	65 Inventory Rating Method:	2-Allowable Stress (AS)
202 Plans Available:	4- Plans in Infolmage.	*30 AADT Year:	2011	63 Operating Rating Method:	2-Allowable Stress (AS)
249 Proposed Project Number:	000000000000000000000000	109 % Truck Traffic:	1	66A Inventory Type:	2 - HS loading.
250A Reconstruction Approval Status:	No	* 28A Lanes On:	2	66B Inventory Rating:	36
250B Route Approval Status:	No	*28B Lanes Under:	0	64A Operating Type:	2 - HS loading.
250C Approval Status Definition:	0	210A Tracks On:	00	64B Operating Rating:	51
250D Approval Status Federal:	0	210B Tracks Under:	0	231Calculated Loads	Posting Required
251Project Identification Number:	0013740	* 48 Maximum Span Length:	40	231A H-Modified:	20 No
252 Contract Date:	02/01/1901	* 49 Structure Length:	360	231B Type3/Tandem:	28 No
260 Seismic Number:	00000	51 Bridge Roadway Width:	46.8000000000000004'	231C Timber:	36 No
75A Type Work Proposed:	0- Not Applicable	52 Deck Width:	50.3000000000000004'	231D HS-Modified:	25 No
75B Work Done by:	0- Initial Inventory	* 47 Total Horizontal Clearance:	46.8000000000000004'	231E Type 3S2:	40 No
94 Bridge Improvement Cost:(X\$1,000)	\$1,407	50A Curb / Sidewalk Width Left:	0.0	231F Piggyback:	40 No
95 Roadway Improvement Cost: (X\$1,000)	\$141	50B Curb / Sidewalk Width Right:	0.0	261 H Inventory Rating:	20
96 Total Improvement Cost: (X\$1,000)	\$2110	32 Approach Rdwy. Width:	30.0'	262 H Operating Rating:	28
76 Improvement Length:	0.0'	*229 Approach Roadway		67 Structural Evaluation:	6
97 Year Improvement Cost Based On:	2013	Rear Shoulder Left: Width: 3	Right Width:3.0	58 Deck Condition:	7 - Good Condition
114 Future AADT:	20760	Fwd Shoulder: Left Width: 3	Right Width:3.0	59 Superstructure Condition:	7 - Good Condition
115 Future AADT Year:	2031	Rear Pavement: Width: 24.0	Type:2- Asphalt.	* 227 Collision Damage:	
		Forward Pavement: Width: 24.0	Type:2- Asphalt.	60A Substructure Condition:	6 - Satisfactory Condition
		Intersection Rear: 1	Forward:0	60B Scour Condition:	5 - Fair Condition
				60C Underwater Condition:	N - Not Applicable
Hydraulic Data		53 Minimum Vertical Clearance Over Rd:	99' 99"	71 Waterway Adequacy:	9-Superior to present desirable criteria.
113 Scour Critical:	3. Bridge is Scour Critical;foundations unstable for conditions	54A Under Reference Feature:	N- Feature not a highway or railroad.	61 Channel Protection Cond.:	8-Equal to present desirable criteria.
216A Water Depth:	5.1	54B Minimum Clearance Under:	0' 0"	68 Deck Geometry:	9
216B Bridge Height:	13.0	*228 Minimum Vertical Clearance		69 UnderClr. Horz/Vert:	N
222 Slope Protection:	1	228A Actual Odometer Direction:	99'99"	72 Approach Alignment:	8-No reduction of vehicle operating speed required.
221A Spur Dike Rear:		228B Actual Opposing Direction:	99'99"	62 Culvert:	N - Not Applicable
221B Spur Dike Fwd:		228C Posted Odometer Direction:	00'00"	70 Bridge Posting Required:	5. Equal to or above legal loads
219 Fender System:	0- None.	228D Posted Opposing Direction:	00'00"	41 Struct Open, Posted, CL:	A. Open, no restriction
220 Dolphin:		55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.	* 103 Temporary Structure:	No
223A Culvert Cover:	000	55B Lateral Underclearance on Right:	0.0	232 Posted Loads	
223B Culvert Type:	0- Not Applicable	56 Lateral Underclearance on Left:	0.0	232A H-Modified:	00
223C Number of Barrels:	0	10A Direction of Travel for Max Min:	0	232B Type3/Tandem:	00
223D Barrel Width:	0.0	10B Max Min Vertical Clearance:	99'99"	232C Timber:	00
223E Barrel Height:	0.0	245A Deck Thickness Main:	7.0	232D HS-Modified:	00
223F Culvert Length:	0.0	245B Deck Thickness Approach:	0.0	232E Type 3s2:	00
223G Culvert Apron:	0	246 Overlay Thickness:	0	232F Piggyback:	00
39 Navigation Vertical Clearance:	0'			253 Notification Date:	02/01/1901
40 Navigation Horizontal Clearance:	0			258 Federal Notify Date:	02/01/1901
116 Navigation Vertical Clear Closed:	0				

# Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:7/13/2017

## Parameters: Bridge Serial Number

Bridge Serial Number: 045-0042-0

County: Carroll

SUFF. RATING: 77.5

Location & Geography			218 Datum:			0- Not Applicable			Signs & Attachments		
Structure ID:	045-0042-0		*19 Bypass Length:	17		225 Expansion Joint Type:	00-	No expansion joint.			
200 Bridge Information:	07		*20 Toll:	3-	On a Free Road or Non-Highway	242 Deck Drains:	0-	None.			
*6 Feature Intersected:	INDIAN CREEK TRIB		*21 Maintenance Responsibility:	01-	State Highway Agency.	243A Parapet Location:	0-	None present.			
*7A Route Number Carried:	SR00166		*22 Owner:	01-	State Highway Agency.	243B Parapet Height:	0.00				
*7B Facility Carried:	SR 166		*31 Design Load:	2-	H 15	243C Parapet Width:	0.00				
9 Location:	2.1 MI W OF BOWDON		37 Historical Significance:	5-	Not eligible for the National Register of Historic Places	238A Curb Height:	0.0				
2 GDOT District:	4841600000 - D6 District Six Cartersville		205 Congressional District:	003		238B Curb Material:	0-	None.			
*91 Inspection Frequency:	24	Date: 06/23/2016	27 Year Constructed:	1933		239A Handrail Left:	0-	None.			
92A Fracture Critical Insp. Freq:	0	Date: 02/01/1901	106 Year Reconstucted:	0		239B Handrail Right:	0-	None.			
92B Underwater Insp Freq:	0	Date: 02/01/1901	33 Bridge Median:	0-	None	*240 Median Barrier Rail:	0-	None.			
92C Other Spc. Insp Freq:	0	Date: 02/01/1901	34 Skew:	0		241A Bridge Median Height:	0				
* 4 Place Code:	00000		35 Structure Flared:	No		241B Bridge Median Width:	0				
*5A Inventory Route(O/U):	1		38 Navigation Control:	0-	Navigation is not controlled by an Agency	*230A Guardrail Location Direction Rear:	0-	None.			
5B Route Type:	3 - State		213 Special Steel Design:	0-	Not applicable or other	*230B Guardrail Location Direction Fwr:	0-	None.			
5C Service Designation:	1- Mainline		267A Type Paint Super Structure:	0-	Not Applicable. Year : 0000	*230C Guardrail Location Opposing Rear:	0-	None.			
5D Route Number:	00166		267B Type Paint Sub Structure:	Year :	0000	*230D Guardrail Location Opposing Fwr:	0-	None.			
5E Directional Suffix:	0. Not applicable		*42A Type of Service On:	1-	Highway	244 Approach Slab:	0-	None.			
*16 Latitude:	33 - 32.6694		*42B Type of Service Under:	5-	Waterway	224 Retaining Wall:	0-	None.			
*17 Longitude:	85 - 17.3388		214A Movable Bridge:	0		233 Posted Speed Limit:	55				
98A Border Bridge:	0	98B: GA% 00	214B Operator on Duty:	0		236 Warning Sign:	No				
99 ID Number:	0000000000000000		203 Type Bridge:	Q -	Reinforced Concrete Bridge Culvert	234 Delineator:	No				
*100 STRAHNET:	0-	The Feature is not a STRAHNET route.	259 Pile Encasement:	3		235 Hazard Boards:	No				
12 Base Highway Network:	Yes		*43A Structure Type Main material:	1-	Concrete	237A Gas:	00-	Not Applicable			
13A LRS Inventory Route:	451016600		*43B Structure Type Main Type:	19-	Culvert	237B Water:	00-	Not Applicable			
13B Sub Inventory Route:	0		45 Number of Main Spans:	3		237C Electric:	00-	Not Applicable			
101 Parallel Structure:	N. No parallel structure exists		44 Structure Type Approach:	A:0-	Other B: 0- Other	237D Telephone:	00-	Not Applicable			
*102 Direction of Traffic:	2- Two Way		46 Number of Approach Spans:	0		237E Sewer:	00-	Not Applicable			
*264 Road Inventory Mile Post:	1.64		226 Bridge Curve:	A: Vertical: NoB: Horizontal: No		247A Lighting: Street:	No				
*208 Inspection Area:	Area 09		111 Pier Protection:	N -	Navigation Control item coded 0, or Feature not a waterway	247B Navigation:	No				
*104 Highway System:	0-	Inventory Route is not on the NHS	107 Deck Structure Type:	N -	None	247C Aerial:	No				
*26 Functional Classification:	6- Rural - Minor Arterial		108A Wearing Surface Type:	N. Not applicable		*248 County Continuity No.:	00				
*204A Federal Route Type:	F - Primary.		108B Membrane Type:	N. Not applicable		36A Bridge Railings:	N-	Not applicable			
*204B Federal Route Number:	00211		108C Deck Protection:	N. Not applicable		36B Transition:	N-	Not applicable			
105 Federal Lands Highway:	0. Not applicable		265 Underwater Inspection Area:	0		36C Approach Guardrail:	N-	Not applicable			
*110 Truck Route:	0-	The Feature is not part of the National Network for Trucks				36D Approach Guardrail Ends:	N-	Not applicable			
217 Benchmark Elevation:	0000.00										
* Location ID No:	045-00166D-001.87E										



Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:7/13/2017

Bridge Serial Number: 045-0042-0

County: Carroll

SUFF. RATING: 77.5

Programming Data		Measurements:				Ratings and Posting	
201 Project Number:	SAP 20	*29 AADT:	13840			65 Inventory Rating Method:	0-Field Eval and Documented Eng Judgement
202 Plans Available:	1- Plans at General Office.	*30 AADT Year:	2011			63 Operating Rating Method:	0-Field Eval and Documented Eng Judgement
249 Proposed Project Number:	000000000000000000000000	109 % Truck Traffic:	1			66A Inventory Type:	2 - HS loading.
250A Reconstruction Approval Status:	No	* 28A Lanes On:	2			66B Inventory Rating:	27
250B Route Approval Status:	No	*28B Lanes Under:	0			64A Operating Type:	2 - HS loading.
250C Approval Status Definition:	0	210A Tracks On:	00			64B Operating Rating:	46
250D Approval Status Federal:	0	210B Tracks Under:	0			<b>231Calculated Loads</b>	<b>Posting Required</b>
251Project Identification Number:	0000000	* 48 Maximum Span Length:	10			231A H-Modified:	00 No
252 Contract Date:	02/01/1901	* 49 Structure Length:	32			231B Type3/Tandem:	00 No
260 Seismic Number:	00000	51 Bridge Roadway Width:	0.0'			231C Timber:	00 No
75A Type Work Proposed:	0- Not Applicable	52 Deck Width:	0.0'			231D HS-Modified:	00 No
75B Work Done by:	0- Initial Inventory	* 47 Total Horizontal Clearance:	31.0'			231E Type 3S2:	00 No
94 Bridge Improvement Cost:(X\$1,000)	\$125	50A Curb / Sidewalk Width Left:	0.0			231F Piggyback:	00 No
95 Roadway Improvement Cost: (X\$1,000)	\$13	50B Curb / Sidewalk Width Right:	0.0			261 H Inventory Rating:	15
96 Total Improvement Cost: (X\$1,000)	\$188	32 Approach Rdwy. Width:	31.0'			262 H Operating Rating:	25
76 Improvement Length:	0.0'	<b>*229 Approach Roadway</b>				67 Structural Evaluation:	6
97 Year Improvement Cost Based On:	2013	Rear Shoulder Left: Width:	3.5	Right Width:3.5	Type: 2 - Asphalt.	58 Deck Condition:	N - Not Applicable
114 Future AADT:	20760	Fwd Shoulder: Left Width:	3.5	Right Width:3.5	Type: 2 - Asphalt.	59 Superstructure Condition:	N - Not Applicable
115 Future AADT Year:	2031	Rear Pavement: Width:	24.0	Type:2- Asphalt.		* 227 Collision Damage:	
		Forward Pavement: Width:	24.0	Type:2- Asphalt.		60A Substructure Condition:	N - Not Applicable
		Intersection Rear:	0	Forward:1		60B Scour Condition:	8 - Very Good Condition
						60C Underwater Condition:	N - Not Applicable
<b>Hydraulic Data</b>		53 Minimum Vertical Clearance Over Rd:	99' 99"			71 Waterway Adequacy:	9-Superior to present desirable criteria.
113 Scour Critical:	8. Foundation stable for conditions; scour above footing	54A Under Reference Feature:	N- Feature not a highway or railroad.			61 Channel Protection Cond.:	7-Better than present minimum criteria.
216A Water Depth:	00.3	54B Minimum Clearance Under:	0' 0"			68 Deck Geometry:	N
216B Bridge Height:	07.7	<b>*228 Minimum Vertical Clearance</b>				69 UnderClr. Horz/Vert:	N
222 Slope Protection:	0	228A Actual Odometer Direction:	99'99"			72 Approach Alignment:	8-No reduction of vehicle operating speed required.
221A Spur Dike Rear:		228B Actual Opposing Direction:	99'99"			62 Culvert:	7 - Good Condition
221B Spur Dike Fwd:		228C Posted Odometer Direction:	00'00"			70 Bridge Posting Required:	5. Equal to or above legal loads
219 Fender System:	0- None.	228D Posted Opposing Direction:	00'00"			41 Struct Open, Posted, CL:	A. Open, no restriction
220 Dolphin:		55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.			* 103 Temporary Structure:	No
223A Culvert Cover:	5	55B Lateral Underclearance on Right:	0.0			<b>232 Posted Loads</b>	
223B Culvert Type:	1- Concrete.	56 Lateral Underclearance on Left:	0.0			232A H-Modified:	00
223C Number of Barrels:	3	10A Direction of Travel for Max Min:	0			232B Type3/Tandem:	00
223D Barrel Width:	10.0	10B Max Min Vertical Clearance:	99'99"			232C Timber:	00
223E Barrel Height:	8.0	245A Deck Thickness Main:	0.0			232D HS-Modified:	00
223F Culvert Length:	46.0	245B Deck Thickness Approach:	0.0			232E Type 3s2:	00
223G Culvert Apron:	0	246 Overlay Thickness:	0			232F Piggyback:	00
39 Navigation Vertical Clearance:	0'					253 Notification Date:	02/01/1901
40 Navigation Horizontal Clearance:	0					258 Federal Notify Date:	02/01/1901
116 Navigation Vertical Clear Closed:	0						

# CONCEPT MEETING MINUTES

August 15, 2017

**SR 166 @ Big Indian Creek 1.9 MI W of Bowdon – Bridge Replacement**

**Carroll County, PI # 0013740**

## **Summary of Concept Team Meeting**

### **I. WELCOME (1:30 PM) – Brian McHugh (GDOT PM)**

- a. Brian M. welcomed the group and introduced himself. Started with a summary of the project and the introduction of each attendee*

### **II. INTRODUCTION OF EACH ATTENDEE**

- a. See attached sheets for the attendee list. Heather Edwards with Edwards-Pitman was on the phone*

### **III. PROJECT DESCRIPTION (TYLI)**

Brian O'Connor with TY Lin International introduced himself and started the review of the concept report. He started with a description of the project and a location of the project. He pointed out the key locations on the displays and factors that may or may not create a schedule delay for the project. He noted that there were agricultural properties on either side of the bridge. *There were no comments or questions for the initial introduction of the project from anyone but Brian O. noted that we needed to add labels for the side roads and the waterway under the bridge.*

### **IV. LIMITED CONCEPT REPORT REVIEW (TYLI)**

#### **a. Project Concept Report Cover Sheet**

- i. No comments*

#### **b. Project Location Map**

- i. No comments*

#### **c. Project Justification Statement**

- i. No comments*

#### **d. Existing Conditions**

- i. COMMENT: Update spelling mistakes*

#### **e. Other projects in the area**

# CONCEPT MEETING MINUTES

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- i. *COMMENT: If we could follow up on what stage this project is in to compare with ours and make sure there are no conflicts (Brian O'Connor)*
- ii. *COMMENT: One spelling correction (Matt Sanders)*

## **f. MPO**

- i. *No comments*

## **g. Congressional District(s)**

- i. *No comments*

## **h. Federal Oversight**

- i. *No comments*

## **i. Projected Traffic**

- i. *COMMENT: TYLI has submitted the request for the crash data in order to submit the TE Report. Pending receipt of the information. (Brian O'Connor)*

## **j. Functional Classification (Mainline)**

- i. *No comments*

## **k. Complete Streets**

- i. *No comments*

## **l. Is this a 3R Project?**

- i. *No comments*

## **m. Pavement Evaluation and Recommendations**

- i. *No comments*

## **n. DESIGN AND STRUCTURAL (TYLI)**

## **o. Description of the proposed project**

- i. *No comments*

## **p. Major Structures**

- i. *No comments*

# CONCEPT MEETING MINUTES

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## **q. Mainline Design Features**

- i. *No comments*

## **r. Bridge Design Features**

- i. *COMMENT: Has there been a bridge hydraulic study performed yet (Carol Kalafut)*

- 1. *RESPONSE: To be performed in task order #3 (Brian O'Connor)*

- ii. *COMMENT: Is there superelevation on the bridge? (Matt Sanders)*

- 1. *RESPONSE: There is a slight transition at the beginning of the bridge that will try to be pulled off of the bridge (Brian O'Connor)*

- iii. *COMMENT: Is there going to be any temporary easements required? (Valencia Carter)*

- 1. *RESPONSE: Yes , for driveways only. Required R/W will be permanent for the finished footprint. (Brian O'Connor)*

## **s. Major Interchanges/Intersections**

- i. *No comments*

## **t. Lighting required**

- i. *No comments*

## **u. Off-site Detours Anticipated**

- i. *No comments*

## **v. Transportation Management Plan Required**

- i. *No comments*

## **w. Design Exceptions to FHWA/AASHTO Controlling Criteria anticipated**

- i. *COMMENT: Consider changing verbiage from Unknown to None (Matt Sanders)*

- 1. *RESPONSE: Will update to say none (Brian O'Connor)*

## **x. Design Variances to GDOT Standard Criteria anticipated**

# CONCEPT MEETING MINUTES

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- i. *COMMENT: Consider changing verbiage from Unknown to None (Matt Sanders)*

1. *RESPONSE: Will update to say none (Brian O'Connor)*

## **y. Railroad Involvement**

- i. *No comments*

## **z. Utility Involvement**

- i. *COMMENT: District will have check if there are additional utilities within the project limits. (Jennifer Deems)*

## **aa. SUE Required**

- i. *No comment*

## **bb. Public Interest Determination Policy and Procedure recommended**

- i. *No comment*

## **cc. Right-of-Way (ROW)**

- i. *No comment*

## **dd. Impacts to USACE property anticipated**

- i. *No comments*

## **ee. Is FAA Coordination anticipated?**

- i. *No Comments*

## **ff. Issues of Concern**

- i. *No comments*

## **gg. Context Sensitive Solutions Proposed**

- i. *No comments*

## **hh. Anticipated Environmental Document**

- i. *No comments*

## **ii. Level of Environmental Analysis**

- i. *No comments*

# CONCEPT MEETING MINUTES

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## **jj. Water Quality Requirements – MS4**

- i. *No comments*

## **kk. Protected Species water quality mitigation anticipated**

- i. *No comments*

## **ll. Environmental Permits/Variances/Commitments/Coordination anticipated**

- i. *No comments*

## **mm. NEPA/GEPA**

- i. *COMMENT: What is the status of the floodplain/floodway coordination? (Aaran Burgess)*
  - 1. *RESPONSE: Process has not started yet. Need to determine which zone we are in and the level of coordination needed. Also, east of the bridge could be historic but this shouldn't hinder the project in any way. (Heather Edwards)*

## **nn. Air Quality**

- i. *No comments*

## **oo. Project Meetings**

- i. *COMMENT: Need to add the initial concept team meeting on the list and add the Concept Team Meeting for today's meeting on there (Brian McHugh)*
  - 1. *RESPONSE: Will add meetings to the list and notes to the attachments (Brian O'Connor)*

## **pp. Project Activity**

- i. *COMMENT: Need to change the Utility Coordination (Preconstruction) to GDOT (Jennifer Deems)*
  - 1. *RESPONSE: Will update (Brian O'Connor)*
- ii. *COMMENT: Will ROW Staking, UST Studies, and Survey be done by the consultant? (David Acree)*
  - 1. *RESPONSE: Yes. Survey scope items will need to be reviewed to ensure preliminary bridge staking has been included. (Brian O'Connor)*



# CONCEPT MEETING MINUTES

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## **qq. Other Coordination to date**

- i. *No comments*

## **rr. Project Cost Estimate Summary and Funding Responsibilities**

- i. *COMMENT: There hasn't been a Reimbursable Utilities Estimate done yet but most likely there will be an amount for power. Next step is to get the formal cost from GDOT (Jennifer Deems)*
- ii. *COMMENT: Make sure to review estimate thoroughly because the CST is the cost that will be input into the GDOT reports. Start early. (Matt Sanders)*

## **ss. Alternative selection**

- i. *No comment*

## **tt. LIST OF ATTACHMENTS/SUPPORTING DATA**

### **i. Concept Layouts**

- 1. *No comments*

### **ii. Typical Sections**

- 1. *COMMENT: Add callouts for the mainline pavement. (Matt Sanders)*
  - a. *RESPONSE: will had callouts (Brian O'Connor)*

### **iii. Cost Estimates**

- 1. *COMMENTS: Cost for the bridge seems reasonable for this type/location. (Carol Kalafut)*
- 2. *COMMENTS: Add bridge striping to the quantities (Matt Sanders)*
- 3. *COMMENTS: Send ROW Cost to the GDOT PM and update the number of parcels (Holly Painter and Brian O'Connor)*
- 4. *COMMENTS: Update Asphalt Index for final submittal (Brian O'Connor)*

### **iv. Traffic projections**

- 1. *No comments*

# CONCEPT MEETING MINUTES

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## v. Bridge Inventory Data

*1. No comments*

## vi. Meeting Minutes

*1. No comments*

## V. PUBLIC HEARING/PUBLIC INFORMATION MEETING

*a. COMMENT: Does the Department feel like we should hold a PIOH*

*i. RESPONSE: Do not see a need for a PIOH. May recommend a property owners meeting. May need to communicate with local government that this project is coming up. Is NEPA OK with all of this? (David Acree)*

*1. RESPONSE: You can do other things other than a PIOH to let the public know about the project. Stakeholder meetings, etc. All depends on the complexity of the staging (Aaran Burgess)*

*a. TO DO: TYLI to review staging details and provide to Edwards-Pitman and GDOT quickly to determine this.*

## VI. PROJECT DEVELOPMENT SCHEDULE

## VII. COMPREHENSIVE RISK ASSESSMENT FOR TRANSPORTATION

*i. Not required for this project (Brian McHugh)*

## VIII. COMMENTS FROM ATTENDEES

*i. No comments*

## IX. CONCLUSION (2:25 PM)

**Location:** Rm 409 & VC w/Dist 6      **Time:** 1:30 PM to 2:30PM      **Date:** August 15, 2017

## SIGN-IN SHEET

[illegible]

**Date: August 15, 2017.**

# SIGN-IN SHEET

[illegible]